

Problems of Washington

The Street Car Muddle:
A Remedy

By OLIVER P. NEWMAN

(Continued from Page One.)

important) the GREATEST NUMBER OF PASSENGERS WHO RIDE SHORT DISTANCES! The Chevy Chase line is the only attenuated extension, and it has been paying for itself for several years.

I think there can be no denying the following general assertion:

The Capital Traction Company does not need any additional revenue in order to make a good return on anything like a fair value. And it is strikingly significant that the Capital Traction Company IS NOT ASKING ANY INCREASE IN RATES.

That is the best evidence that it is a profitable company, because utility corporations are not at all backward about coming forward when they have the slightest color of excuse for asking for more.

Consider, also, the traffic effect on the two lines mentioned as examples—Eleventh street and Fourteenth street—were an increase given the Washington Railway and Electric Company and none given the Capital Traction.

The Eleventh street cars would run back and forth empty or only partly filled, while the already overburdened, jammed, crammed Fourteenth street line would have thousands more passengers piled onto it.

The delightful conditions which that would produce do not need to be explained to anybody who tries to go to town on the Fourteenth street line between 8:30 and 9:15 in the morning.

And it would be so all over town, wherever lines of the two companies ran anywhere near each other. Washington Railway and Electric cars would run light and Capital Traction cars would be more crowded than they are; you'd have to stand on the corner and watch even more cars go by without stopping, and when you finally did manage to squeeze into one of them you'd be packed in even tighter than you are now—which would be going some, but would happen nevertheless.

Cannot Discriminate.

It seems to me obvious that fares on the Washington Railway and Electric Company cannot be increased and fares on the Capital Traction Company left at a nickel.

It seems equally obvious that fares on the Capital Traction lines should not be raised. I can't imagine a public utilities commission even dreaming about doing such a thing, and I would be tremendously surprised to learn that our commission contemplated any such action. It is inconceivable.

Therefore, it seems to me futile to consider raising rates as a possible solution of our street car tangle. Rates CANNOT be raised, without imposing unthinkable injustices; and, broadly speaking, governing agencies in these times of the world do not go out deliberately and inflict glaring, plainly understood injustice, merely in the hope of saving some money for a few stockholders of a street car company.

The best remedy (not cure) for the District's street car ills of today is a consolidation of the two companies. Now, there are two distinct theories upon which consolidation may be effected:

First: In the interest of and for the benefit of the STOCK and BOND holders.

Second: In the interest of and for the benefit of the PUBLIC.

There's been a good deal of publicity lately about a merger of the two concerns. That's all right. They ought to be merged. They should have been merged long, long ago. It is absurd for a town to have two street car com-

Rube Goldberg's Boobs

Copyright, 1919,
By R. L. Goldberg.THEY ALL FLOP SOONER
OR LATERCopyright, 1919,
By R. L. Goldberg.

By Goldberg



panies, just as it would be absurd to have two telephone companies, or electric light companies or gas companies. If there is one thing we have learned about public utilities in the last half century, it is that, and the lessons have been taught in every city in the country. Such service should be rendered by one agency, not because it is more profitable to that agency (though it is), but because the public gets better service.

But—THE GREATEST CARE AND SCRUTINY MUST BE EXERCISED TO SEE HOW THAT MERGER IS MADE.

Here are the things to paste in your hat and keep constantly before you on the merger proposition:

1. The Capital Traction Company is in very strong position. It doesn't need any help. There is no necessity for a merger on its part.
2. The Washington Railway and Electric Company has a number of unprofitable lines; it is hard up; its credit is not as good as it was; its track and equipment have not been kept up to the high standard of the other company; it is in bad with the public; it has more watered stock than the Capital Traction, and, relatively, less value behind it.
3. The people of Washington need more street railway service, more cars at rush hours, more frequent service on some lines, extensions of tracks in some neighborhoods.
4. Employees of both companies must have better labor conditions and hours and more pay if the cost of living stays up.
5. The public must not be called upon to pay any more for its transportation than it pays now, and as the years pass they must get it for less.

There is one, very great, very real danger in a merger. It is this:

That the Washington Railway and Electric Company will seek to utilize the surplus value and earning capacity of the Capital Traction Company to give value to its blue sky securities, which represent, in investment in the plant, EXACTLY THE COST OF THE PAPER ON WHICH THEY WERE PRINTED.

The surplus value and earning capacity of the Capital Traction should be used to improve the service of the Washington Railway and Electric lines, and carry unprofitable lines until they begin to make money. That (and reduction in overhead expenses) is the great advantage in a merger at this time.

But any merger scheme which would put Capital Traction value into the watered stock of the Washington Railway and Electric should be taken down to the municipal abattoir and hit in the head with an ax.

There is another great danger. It is this: That the Capital Traction Company is in such strong, independent position that it might refuse to merge or might drive such a hard bargain that the Washington Railway and Electric owners would not be fairly treated. In other words, that the Capital Traction Company might take advantage of the financial plight of its competitor to absorb it for less than its fair value.

A merger on such a basis must not be permitted, for it would be as improper for one company to reap an unfair advantage as for the other.

This merger must be on a basis most unusual in merging public utility corporations: The public interest. It is no time for stock juggling and promotion, and if the owners of the respective companies are wise they will not attempt any such thing. Thanks to the exhaustive work of the Public Utilities Commission the last five years, the affairs of these companies are public property. The Commission, the people of the District, and Congress know, or can easily ascertain, the actual facts about them.

There will be no excuse for a merger that ignores them. If Congress does not feel like taking the big step of government ownership and operation of the street railways of the District just now, it can vastly improve conditions by encouraging and giving direction to such a merger as I have suggested.

It is the only logical REMEDY that I know of.

HE SPANKS WIFE
WHO LIKES YANKS

LONDON, Oct. 12.—Because his wife thought American officers more interesting than the British, Ernest Cousins, a wealthy Cardiff tradesman, put her across a chair and spanked her the way one sometimes spanks youngsters. The story came out in Llandaff police court, where the chastiser was fined \$5.

from Mrs. Cousins to her young husband in which she said: "I have quite made up my mind that I am not going to live with you. I never loved you and I never will." She admitted having sent another letter, in which she said: "I met an American officer who was awfully interesting. There are hundreds in Cardiff more interesting than the British. They are fine, smart boys." A photograph was produced showing her with arms around an American officer's neck at a bathing place near Cardiff. The photograph was taken by her sister.

MRS. CLARK TO SPEND
WINTER IN CHICAGO

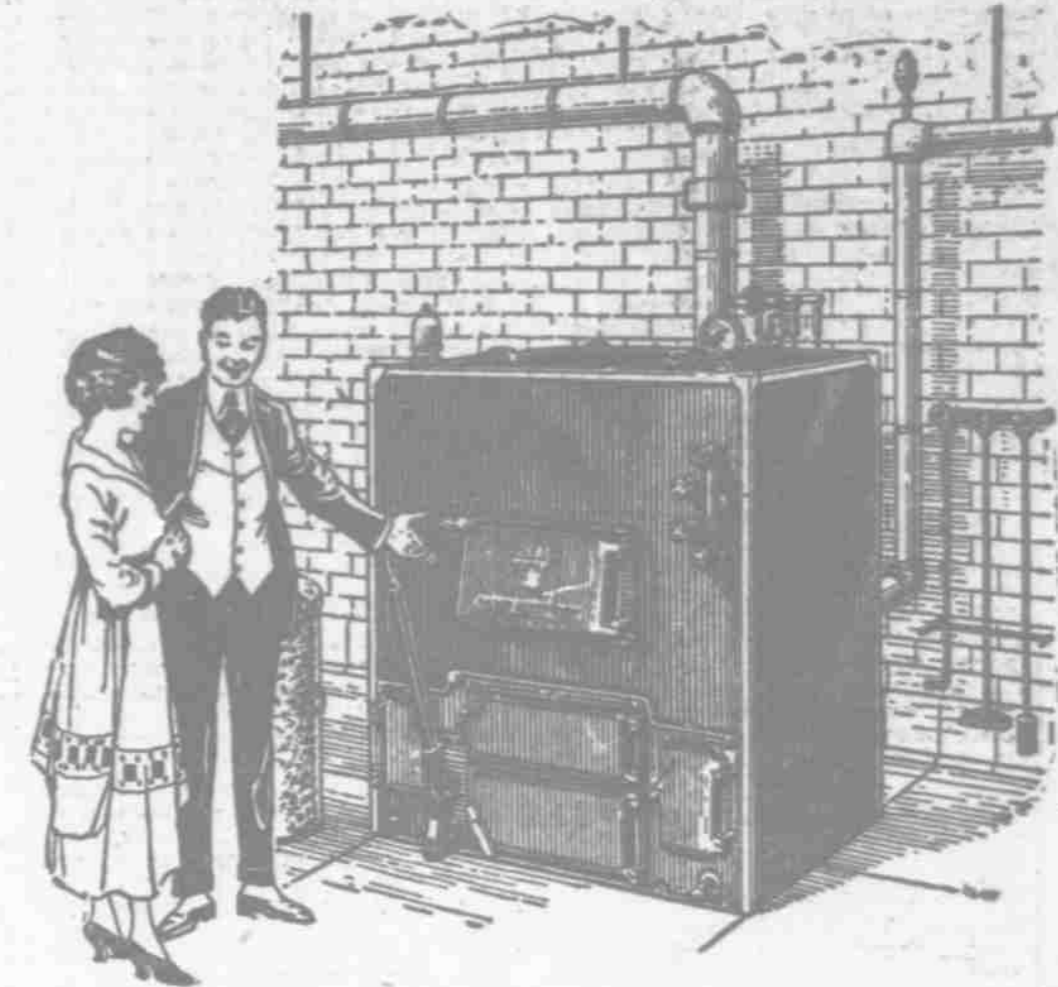
Mrs. Edward B. Clark, president of the Twentieth Century Club of Washington from 1915 to 1917, and the present press representative for the organization, has been called away from Washington, and will spend the winter in Chicago. Her place on the club's executive committee will be taken by Mrs. J. E. Jones. Mrs. Clark, whose husband is Lieut. Col. Edward B. Clark, United States army, probably will return to the Capital in the early spring. Mrs. Walter S. Offord has been put

in charge of the civic action of the organization for this year and will begin work within the near future. A tentative program to be followed by the civic workers of the club for the betterment of certain local conditions has now been in the process of arrangement.

IDEAL Type "A" Boiler

The new heat-machine that is a triumph of
American engineering!

Guarantees
a heat
development
and control
hitherto
thought unat-
tainable in
heating
devices



The integral
asbestos-lined
metallic jacket
keeps the
heat
from being
cellar-wasted;
sends it all
to the rooms

An innovation in heating, comfort and economy!

IT IS a new kind of a heat-machine. It is a *de luxe* device. Its refinements guarantee perfection in heat control. It performs so reliably and so easily, you forget there is a heating plant in your residence.

Your most profitable heating-buy

ITS RESERVE-power is also its earning-power—you call on its reserve when you want it—and it costs you nothing until you do need it. But when severe weather comes, you wouldn't do without the luxury of its reserve-power for a dozen times its cost. It guarantees constant comfort!

ITS DAMPER Regulator never forgets—it's a 24-hour janitor. Its reversible flue construction does not permit the rich coal gases to escape unburned, but forces them to rub intimately and be absorbed by the boiler heating surfaces, and results in the maximum heat extraction and consequent fuel economy. The proof is in the smoke-pipe—the coolest known; attesting full utilization of the coal energy.

We offer efficiency and control test-charts

OUR CATALOG shows test-charts to prove the unquestioned superiority of IDEAL Type "A" Boilers over all other makes, domestic or foreign, in fuel saving.

Stop blaming the janitor and the coal-dealer—replace your present boiler with an IDEAL Type "A," which brings you 30% yearly coal-saving and lasts a lifetime. Ask for catalog of IDEAL Type "A" Boiler—a mine of heating information

AMERICAN RADIATOR COMPANY

Write Department W-30
1328 "H" St. N. W.
Washington, D. C.

Sold by all dealers
No exclusive agents
Public Showrooms at Chicago, New York, Boston, Providence, Worcester, Philadelphia, Harrisburg, Newark, Reading, Wilkes-Barre, Baltimore, Washington, Buffalo, Syracuse, Rochester, Pittsburgh, Cleveland, Detroit, Grand Rapids, Indianapolis, Cincinnati, Atlanta, Birmingham, New Orleans, Milwaukee, Minneapolis, St. Paul, St. Louis, Kansas City, Des Moines, Omaha, Denver, San Francisco, Los Angeles, Seattle, Spokane, Portland, Toronto, Bradford (Ont.)

LIBERTY BOND
EXCHANGE

604 14th ST. N. W.
WYATT BUILDING

Liberty Bond
Prices

We Paid for \$50
Bonds Saturday

Victory 4 1/2 %	\$50.47
1st 3 1/2 %	\$50.24
1st 4 %	\$47.86
2d 4 %	\$47.51
1st 4 1/4 %	\$47.95
2d 4 1/4 %	\$47.61
3d 4 1/4 %	\$47.67
4th 4 1/4 %	\$47.81
Victory 3 1/2 %	\$50.47

NO DEDUCTIONS MADE
NO COMMISSIONS CHARGED.
In addition to these prices we pay full value for coupons due.

We buy \$100, \$500 and \$1,000
Liberty Bonds of all issues.

We Also Buy Part Paid
Cards and
War Savings
Stamps

Without Any Red Tape
Liberty Bond Exchange
Open Daily, 9:30 a.m. to 6:30 p.m.
604 14th St. N. W.

BULGARS CHEER GERMANS.
SALONIKI, Oct. 12.—Dispatches received from Sofia say that demonstrations favorable to the Germans took place recently at a moving picture theater in that city at which pictures of the signing of the treaty at Versailles were exhibited. The crowd was silent when the allies delegates were shown in the Hall of Mirrors, but vigorously applauded when the German representatives made their appearance.

GOES FRANKLIN ONE BETTER.
COPENHAGEN, Oct. 12.—Development of electric power from the air is being perfected by Vladimir Poulsen, Danish inventor.

PENNSYLVANIA
SYSTEM
\$4.00—Sunday
Excursion
Including War Tax
NEW YORK
The Great Metropolis
SUNDAYS
October 26; November 23;
December 14
SPECIAL THROUGH TRAIN
West to Penna. Sta., 7th Ave. and 32d St.
Lvs. Washington Saturday Mid-
night, 12:45 a. m.; arrives Penna.
Sta. in the heart of New York
City, 7:30 a. m.
Returning, leaves New York
7:30 p. m.
The right is reserved to limit
the sale of tickets to the capacity
of equipment available.
Tickets on sale beginning Friday
preceding date of excursion.

Pennsylvania R. R.

SONS OF VETERANS MEET
IN PYTHIAN TEMPLE

William B. Cushing Camp, No. 30,
Sons of Veterans, U. S. A., met at
the Pythian Temple on Friday night.
A large number of new members that
had been rounded up in the recent
drive were mustered in.

Indiana: Col. H. V. Speelman, past
commander-in-chief; ex-United States
Assistant District Attorney F. J.
Rice, Mrs. M. Mulligan, Miss Rose
Setton and M. A. Robbins spoke.
Washington camps of the Sons of
Veterans were recently honored by
a visit from Lieut.-Gov. F. A. Bar-
rows of Nebraska. Governor Bar-
rows is a leading contestant for elec-
tion as commander-in-chief in 1920.